

Overview Presentation

Draft Environmental Impact Statement for
the Durham-Orange Light Rail Transit Project

August 2015

National Environmental Policy Act



- Environmental review required for federally funded projects
- Project Sponsor: GoTriangle
- Lead Agency: Federal Transit Administration
- Cooperating Agencies
 - FHWA
 - USACE
 - EPA



What is the Draft Environmental Impact Statement (DEIS)?

Durham-Orange
Light Rail Transit Project

Draft Environmental Impact Statement

Chapters 1 – 9



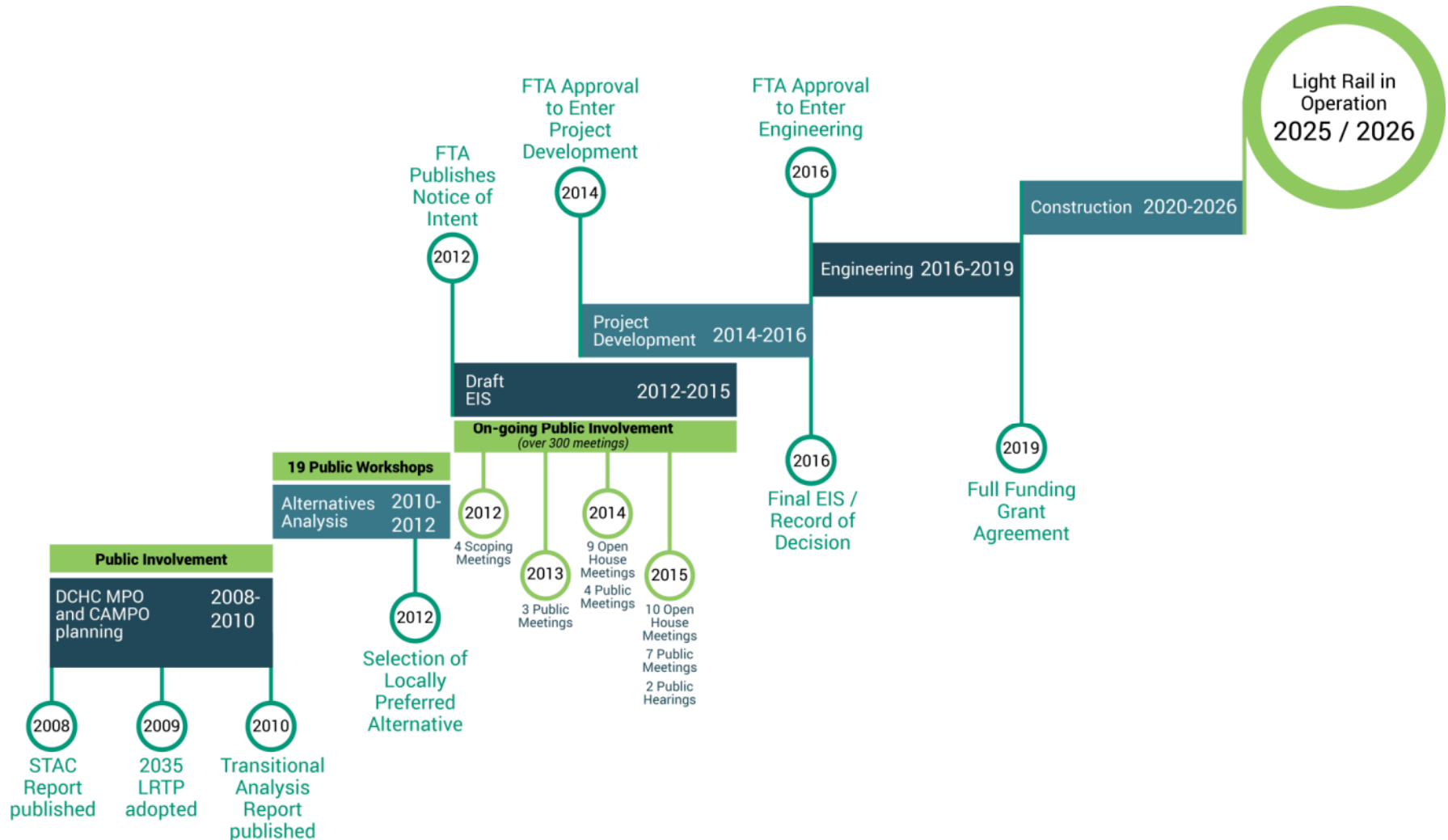
Project Purpose and Need



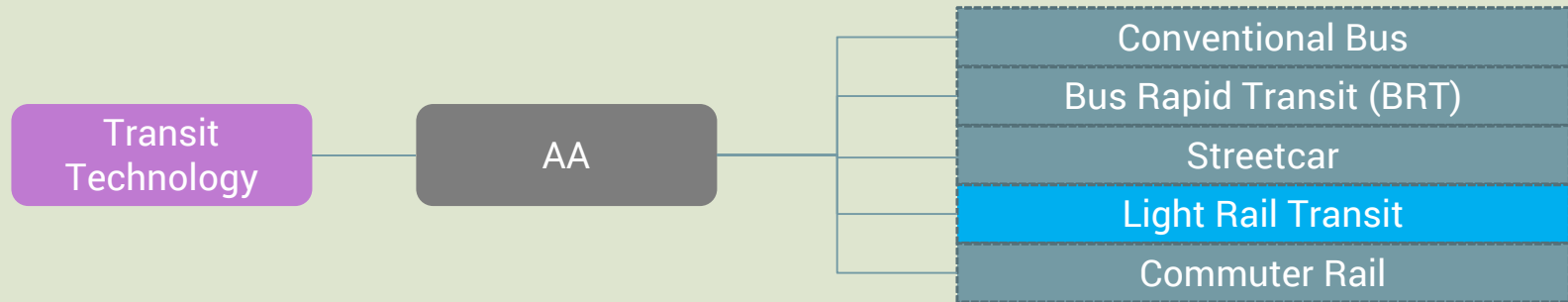
- The purpose and need of the project is to provide a high-capacity transit service within the D-O Corridor that
 - Improves mobility
 - Increases connectivity through expanding transit options
 - Supports future development plans



How Did We Get Here?



Light Rail Transit



Conventional Bus

Does not meet the purpose and need



Bus Rapid Transit

Lower ridership and lower potential to shape new development



Streetcar

Typically less than 3 miles in length and serves trips that are less than 1 mile



Commuter Rail

Typically between 20 and 80 miles in length and serves trips that are 15 miles or more









Light Rail Transit



Legend

-  Proposed Light Rail Transit stations
-  Proposed Light Rail Transit stations with alternatives
-  Alternative sites for Rail Operations and Maintenance Facility

Alignment alternatives

-  Locally Preferred Alternative (LPA) alignment
-  C1 alternative
-  C1A alternative
-  C2 alternative
-  C2A alternative
-  New Hope Creek LPA alternative
-  New Hope Creek alternative 1
-  New Hope Creek alternative 2

Aerial sections of alignments



Station labels

Proposed stations

Proposed stations with alternatives

Chapel Hill

UNC Hospitals

Mason Farm Road

Meadowmont Lane

Hamilton Road

Woodmont

Friday Center Drive
(3 alternatives)

Leigh Village

Gateway

Patterson Place
(2 alternatives)

South Square

Martin Luther King Jr Parkway
(2 alternatives)

LaSalle Street

Durham

Ninth Street

Buchanan
Boulevard

Durham Station

Dillard Street

Alston Avenue

Duke/VA Medical Centers
Duke Eye Center alternative

Duke/VA Medical Centers
Trent / Flowers Drive alternative



Durham-Orange

Light Rail Project

0 1 2 Miles NORTH

System Features



- ***Guideway***

- Electrically powered system that runs on exclusive tracks (one set of tracks for each travel direction)
- Primarily runs at street-level with elevated sections at key locations to avoid or minimize impacts to the surroundings



Conceptual only, subject to change without notice.

System Features



- **Service**

- Approximately 18 hours/day; 7 days/week
 - ✦ 10-min peak frequency
 - ✦ 20-min off-peak and weekends
- End-to-end travel in approx. 42 min

Conceptual only, subject to change without notice.



What alternatives are studied in the DEIS?

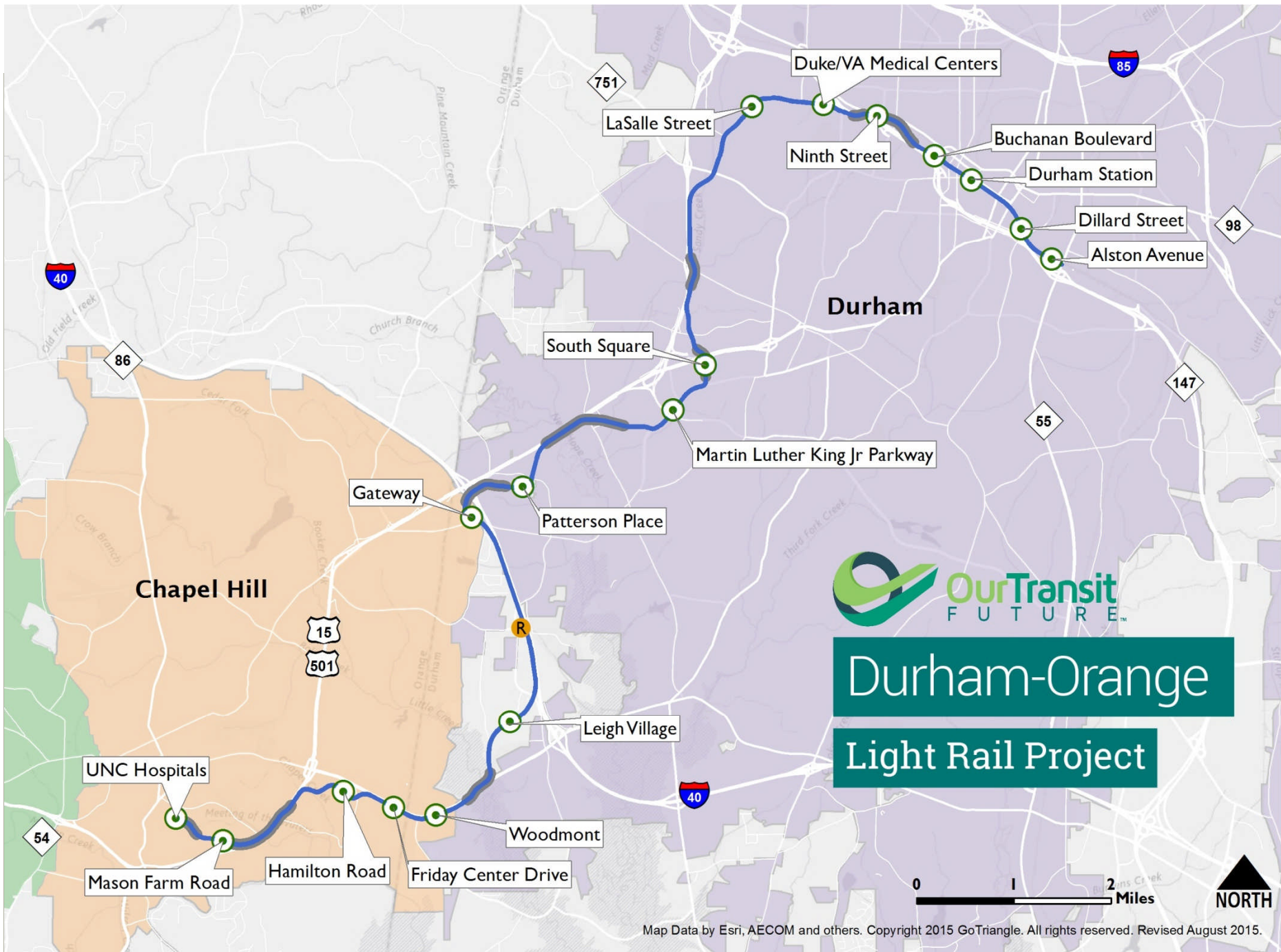


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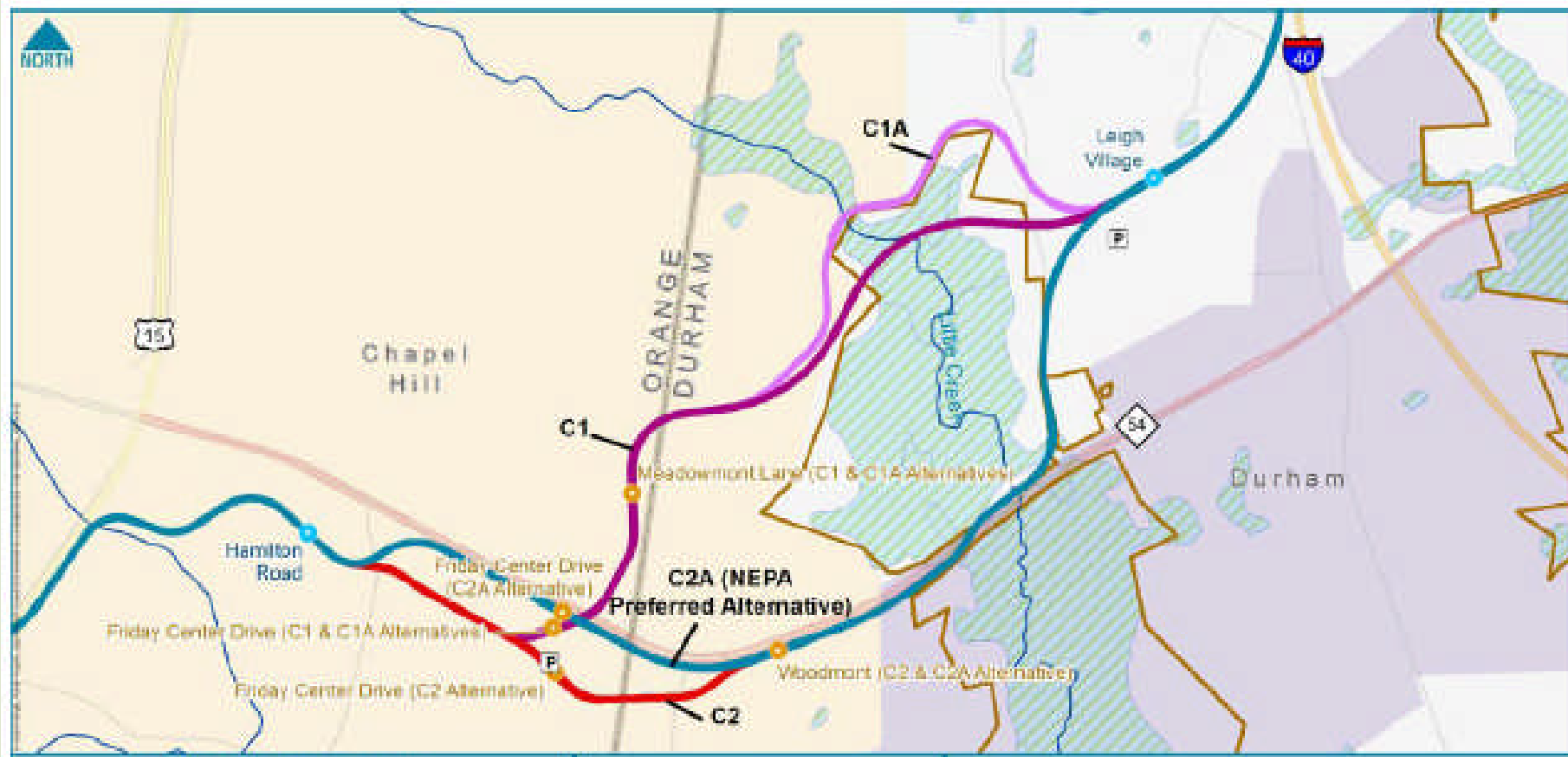
No Build Alternative



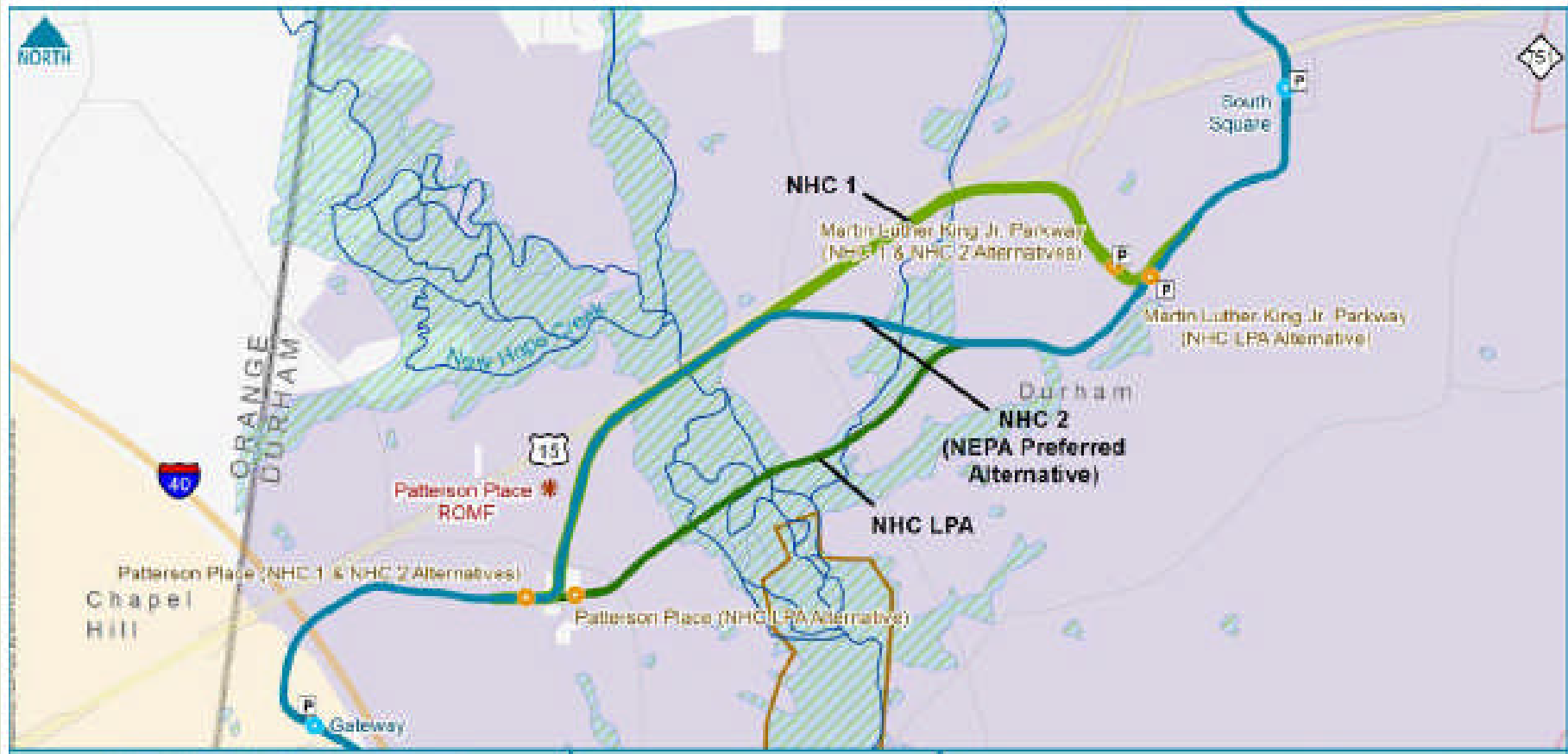
- Federal regulations require that a No Build Alternative be evaluated in an Environmental Impact Statement (40 C.F.R § 1502.14 [2014])
- Includes existing and planned transportation programs and projects in the 2040 Metropolitan Transportation Plan (2040 MTP)
- Excludes only the proposed rail transit improvements and related bus transit modifications in the 2040 MTP



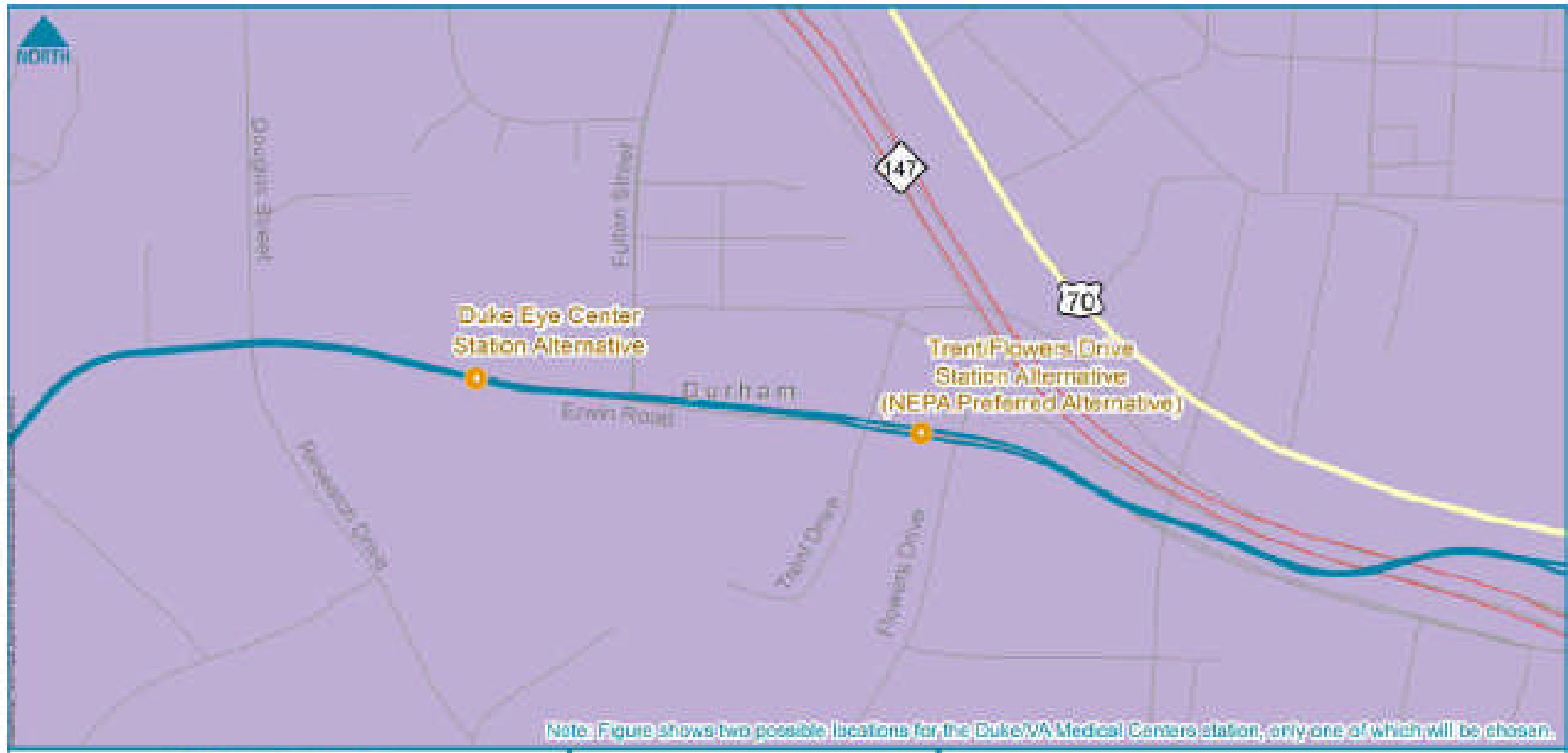
Little Creek Alternatives



New Hope Creek Alternatives



Duke / VA Medical Centers Station Alts.



ROMF SLIDE COMING SOON

How has the public been involved?



- Since Scoping (2012) and the start of the NEPA Environmental Phase, GoTriangle has:
 - Conducted over 300 meetings reaching 5,000 people
 - Received almost 1,000 comments
 - Experienced over 50,000 website visits



Data Collection and Analysis

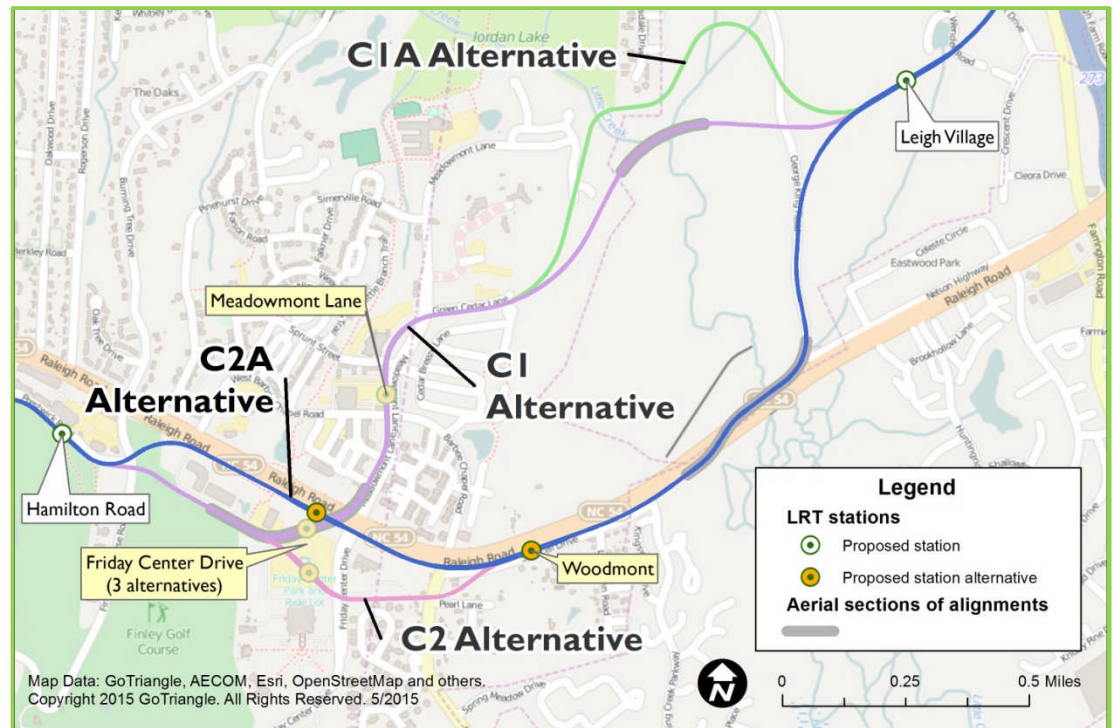


- Transportation
- Land Use & Zoning
- Socio-Economic & Demographic Conditions
- Neighborhood & Community Resources
- Public Parks & Recreational Areas
- Air Quality
- Visual & Aesthetics
- Cultural, Historic, & Archeological Resources
- Natural Resources
- Water Resources
- Noise and Vibration
- Hazardous, Contaminated & Regulated Materials
- Energy
- Acquisitions, Relocations, & Displacements
- Construction Impacts
- Equity and Environmental Justice
- Operations & Maintenance Costs
- Capital Costs

Recommendation for NEPA Preferred Alternative

LITTLE
CREEK
CROSSING

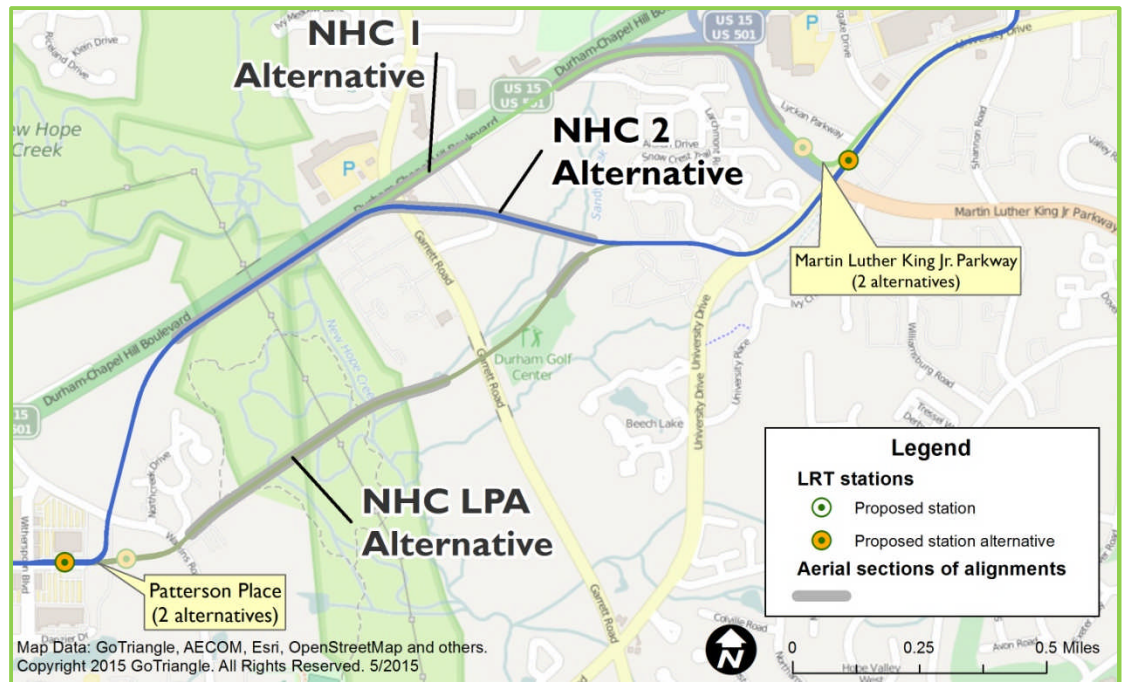
C2A Alternative



Recommendation for NEPA Preferred Alternative

NEW HOPE
CREEK
CROSSING

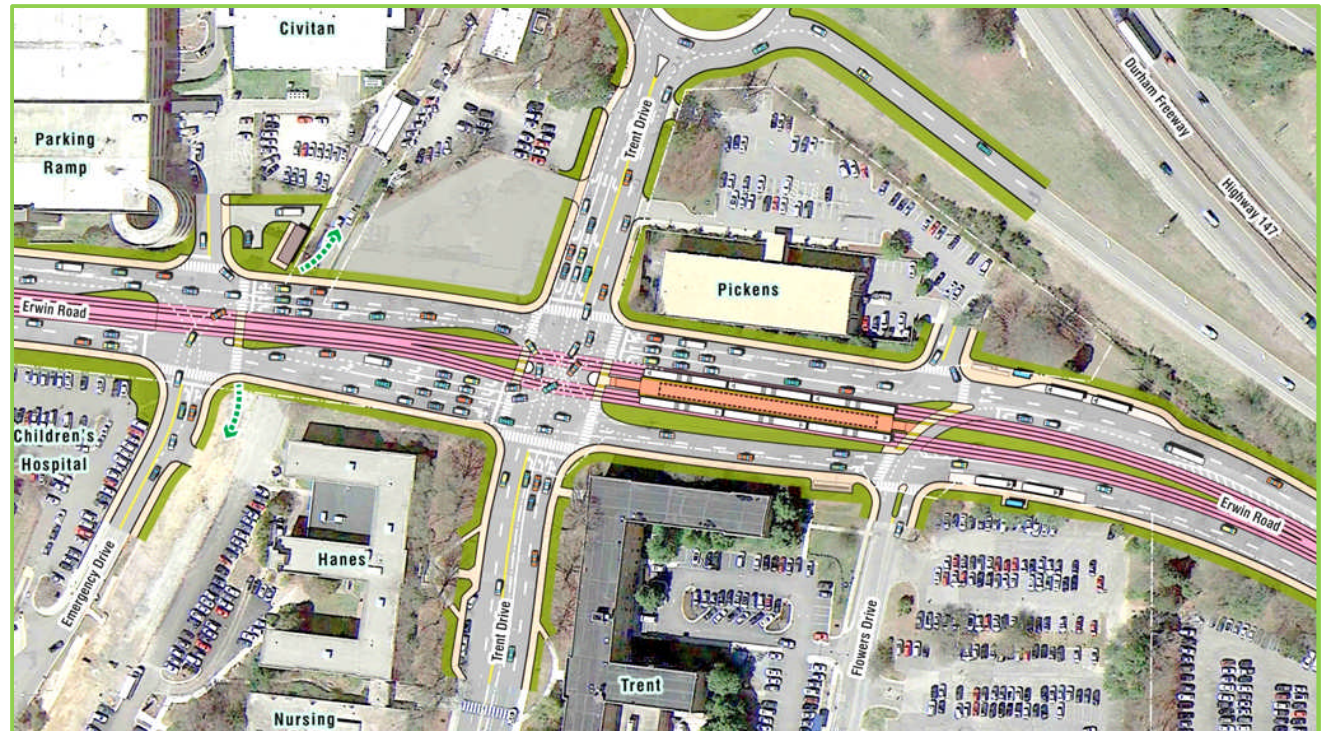
NHC 2
Alternative



Recommendation for NEPA Preferred Alternative

DUKE/VA
MEDICAL
CENTERS
STATION

Trent/
Flowers
Drive
Alternative



ROMF SLIDE COMING SOON

Leigh Village



- One eligible historic resource



Patterson Place



- Only works with NHC LPA



Alston Avenue



- Not supported by NCRR, NCDOT Rail Division, Brenntag, Eastern Carolina Organics, PAC 1
- Acquisitions/Displacements
 - 6 commercial/industrial businesses
 - Likely to displace existing jobs from low-income minority neighborhood
- 2 high + 8 medium risk HAZMAT sites



Cost: \$96 - \$145 million

Cornwallis Road



- Precludes planned Jewish Community Center expansion
- Ongoing operations and maintenance issues w/ tight layout and aerial switches
- Coordination with NCDOT/City on relocation of Western Bypass
- Acquisitions/Displacements
 - 1 business
- 1 medium risk HAZMAT site
- Mitigation of water resources impacts may be required



Cost: \$74 - \$111 million

Farrington Road

- Would require amendment to Durham's Future Land Use Map and Rezoning
- Acquisitions/Displacements
 - 6 single-family residences
 - 1 cell tower – *coordination with utility may avoid displacement*
- Mitigation of stream impacts required
- Coordination with NCDOT on I-40 Control of Access

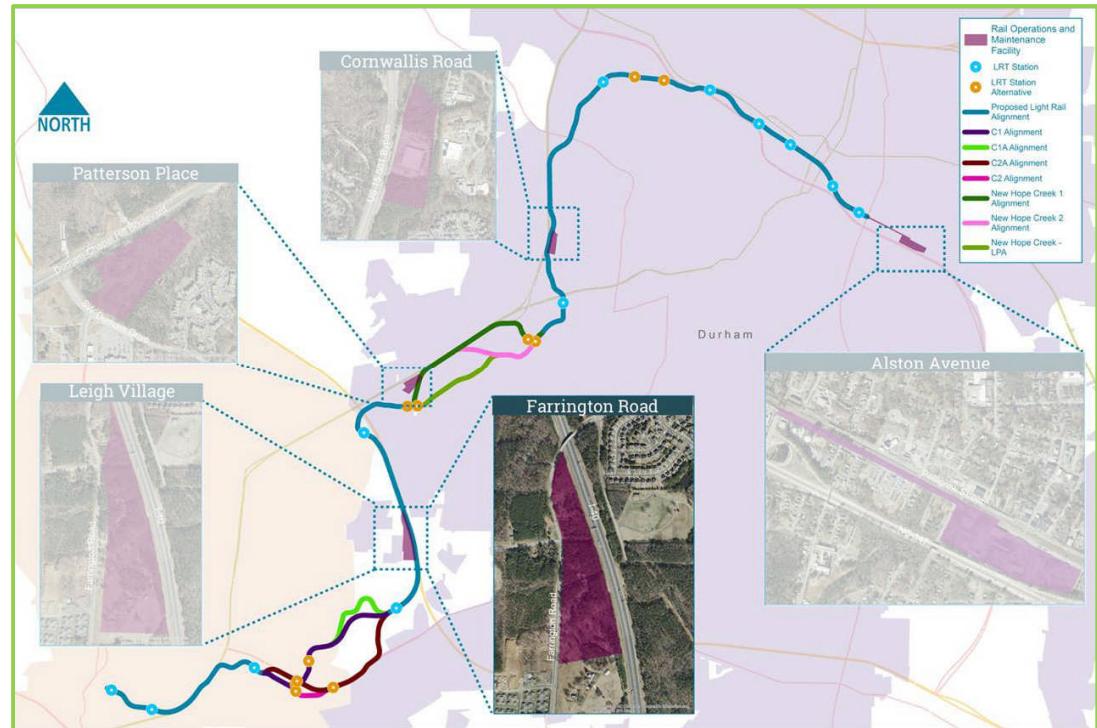


\$62 - \$93 million

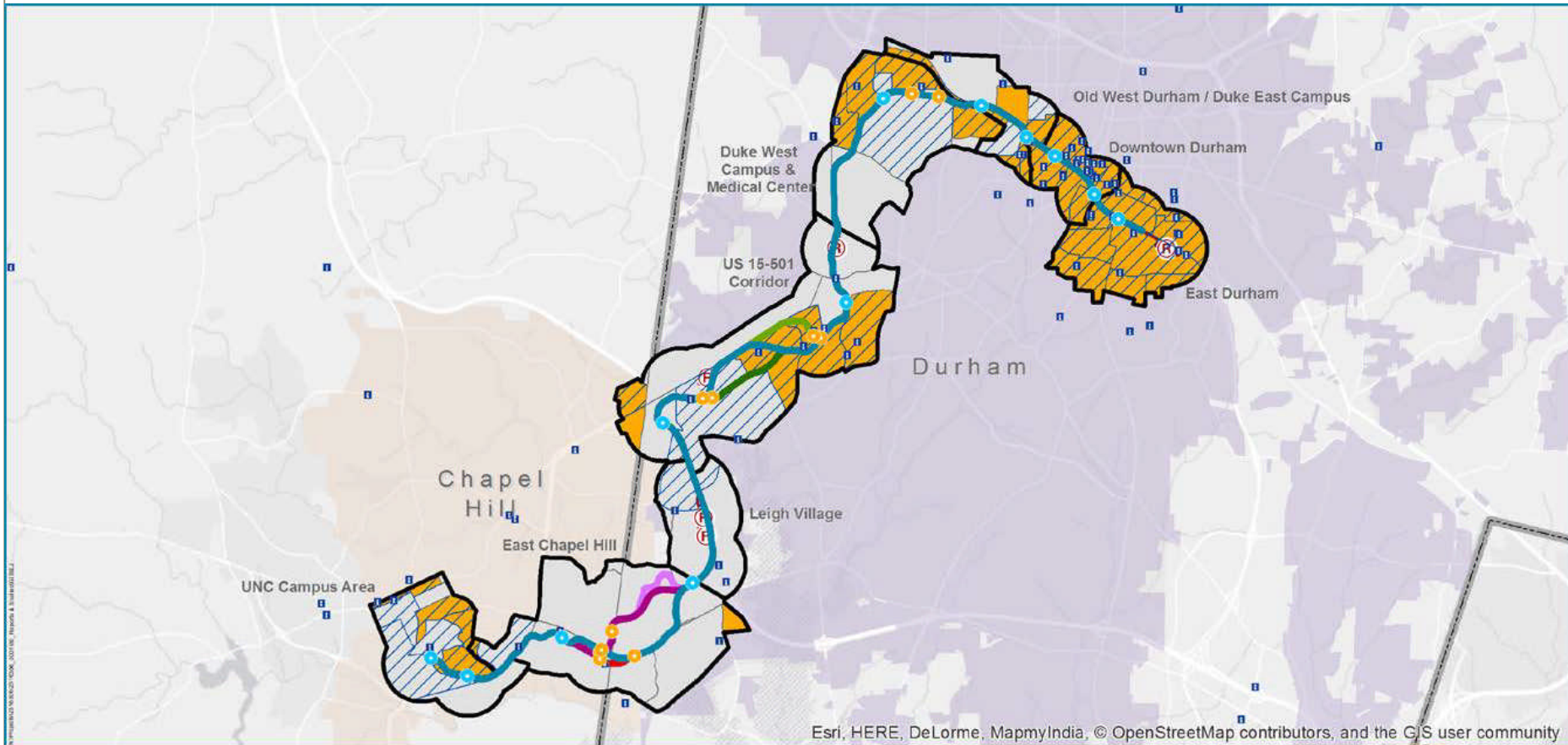
Recommendation NEPA Preferred Alternative

ROMF
SITE
LOCATION

FARRINGTON
ROAD



Environmental Justice



Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

Environmental Justice Populations Within the D-O Corridor

DURHAM-ORANGE LIGHT RAIL TRANSIT PROJECT



0 1 2 Miles

Sources: Durham, Chapel Hill, ESRI, CGIA, NCDOT, and AECOM



- LRT Station
- LRT Station Alternative
- Project Public Information Meeting Locations
- NEPA Preferred Alternative
- C1 Alternative
- C1A Alternative
- C2 Alternative
- C2A (NEPA Preferred Alternative)
- New Hope Creek LPA Alternative
- New Hope Creek 1 Alternative
- New Hope Creek 2 (NEPA Preferred Alternative)
- Evaluation Area
- Proposed Rail Operations and Maintenance Facility Site
- High Concentration of Minority Populations
- High Concentration of Low-Income Populations

Section 4(f)



- Section 4(f) Public Parklands
 - USACE Jordan Game Lands
 - UNC Central Park South (Planned)
 - Coker Pinetum
 - UNC Finley Golf Course and Athletic Fields
 - UNC Open Space
 - New Hope Creek Trail (Planned)



Public Transportation



	No Build Alternative	NEPA Preferred Alternative
Weekday light rail boardings on D-O LRT 2040 forecast	-	23,020
Weekday bus boardings in D-O Corridor 2040 forecast	20,240	16,990
Total weekday transit trips in D-O Corridor 2040 forecast	20,240	40,010

Project Costs



Funding Sources for Construction - \$1.47-\$1.62 Billion *in 2015*

25% Local

Half-Cent Sales Taxes in
Durham and Orange
Counties

25% State

NCDOT Strategic
Transportation
Investments

50% Federal

New Starts Program

Funding Sources for Annual Operations and Maintenance - \$17.9 Million *in 2015*

Local

- Half-Cent Sales Tax
- Fares
- Other funding mechanisms currently in place for transit service in the Triangle

Environmental Process Next Steps



- DEIS Public Information Sessions
 - September 15 and 19, 2015
- DEIS Public Hearings
 - September 29, 2015 and October 1, 2015
- DEIS Public Comment Period
 - Ends October 13, 2015
- Combined FEIS/Record of Decision
 - February 2016

How to Comment



- **Verbally:** Speak at one of the two public hearings
- **Comment card:** Complete at public workshops or public hearings
- **Online:** www.ourtransitfuture.com
- **By email:** info@ourtransitfuture.com
- **By postal mail:** PO Box 530, Morrisville, NC 27560

***Comment period ends
October 13, 2015***

How can I comment at the hearing?



- Speakers must fill out a speaker card at the public hearing
- Each speaker will have two minutes to comment
- Written comments will also be accepted at the public hearings

Thanks for your interest in the D-O LRT Project

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